

CMGC Project Goal Examples

South Cedar Interchange:

1. In order to stay within the programmed amount, the following construction priorities are provided:
 - a. Construction of NB off ramp and SB on ramp.
 - b. Construct DDI and realign Cross Hollow Road.
 - c. Lower vertical profile of Cross Hollow to provide standard 16'-6" clearance. This also includes the modification of the existing soil nail walls to match lowered profile.
 - d. Construct NB parallel off ramp (under the existing flyover) to provide additional deceleration length. This will require the median widening of NB I-15.
 - e. Maintain existing flyover for future livestock and pedestrian overpass.
 - f. Maximize remaining area of surplus property.
 - g. Landscape Interchange.
 - i. There is 0.75% (maximum) of the construction amount available for landscaping/aesthetics of the interchange. Cedar City has provided \$1.172M (of the \$10.4M) to the project. Any portion of the city's funds not used to achieve the other project construction priorities (1a – 1f, listed above) could be used (in addition to the 0.75%) for landscaping/aesthetics.
2. Achieve a high level of satisfaction with businesses and all other stakeholders. Minimize impact to traffic during construction of the project.
3. Substantial completion of the project by Fall 2014. If all project clearances are obtained and advanced funding is approved, then the project will be accelerated so that construction can begin during the 2014 construction season.
4. Construct a high quality fully functional Interchange.
5. Maintain continuity of the CMGC team to develop a collaborative work environment which fosters innovation, openness, transparency, and flexibility.

SR-26; Riverdale Road Extension

1. Complete the project in a cost effective manner.
2. Achieve a high level of satisfaction with business and property owners, motorists, and all other stakeholders by minimizing the duration of traffic impacts.
3. Construct the project between January 6, 2014 and October 17, 2014, excluding early procurement activities. This is the schedule to be used for the Contractor's approach and price. The Contractor may suggest innovations that begin construction prior to January 6, 2014 in the innovations portion of the proposal but no earlier than July 1, 2013.
4. Construct a high quality, durable facility.

Deer Valley Drive

1. Optimize construction to minimize delays and public impact. The most appropriate scenario will balance construction cost and traffic delays while reaching out to the public.
2. Construction beginning April 15th, and complete by October 15th while maximizing use of the off peak seasons.
3. Complete the project within the established budget.

SR-193

1. Complete the project in a cost effective manner
2. Achieve a high level of satisfaction with business and property owners and all other stakeholders;
3. Reach substantial completion for the project on or before May 15, 2014 with construction beginning no sooner than March 1, 2013. The proposer may provide suggestions and innovations for work that may be completed prior to March 1st during the winter but no work will begin sooner than December 1, 2012.
4. Construct a high quality facility

SR-252

1. Maintain a high level of public satisfaction including motorists businesses and industries. Efficient access to property owners and businesses is an important element of public satisfaction.
2. Project completion by November 15, 2013.
3. Complete the project within the established budget.
4. Project phasing to provide for early utility construction and coordination (water, sewer, storm drain, gas, phone, power, etc.)
5. Project phasing of project construction to avoid impacts to wetlands until a 404 permit is obtained.

SR-14; Landslide Repair

1. Construction complete by June 2012
2. Identify risks to minimize cost and schedule.
3. Provide input on innovative construction practices to keep project within budget and schedule.
4. Provide economical solution to waste excess roadway excavation.

I-80 Pipe Liner

1. Develop a project scope that delivers maximum value within the available budget.
2. Eliminate or mitigate risks.
3. Demonstrate innovative construction practices to maximize the number of segments that can be repaired.